

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL XXXIV. No. 4590. 二月三八年八百八十一號

HONGKONG, WEDNESDAY, MARCH 20, 1878.

日七月二年寅戌

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AIGAR, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, Gordon & Gotoh, Ludgate Circus, E. C., HATTS, HINDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTOH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. C. HEINZEL & Co., Manila.

CHINA—Maccio, MESSRS. A. A. DE MELLO & Co., Swatow, CAMFIELD & Co., AMY, WILSON, NICHOLS & Co., Foochow, HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

BANK.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. BEZIERS, Esq. ADAM LIND, Esq.
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H. HORPITT, Esq. W. S. YOUNG, Esq.
Hon. W. KIRKWOOD.

CHIEF MANAGER,
Hongkong....THOMAS JACKSON, Esq.
MANAGER,
Shanghai,...EWEN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 percent per annum on the daily balance.

For Fixed Deposits:
For 5 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 27, 1878.

Notices of FIFTHS.

NOTICE.
THE Interest and Responsibility of Mr EDWARD CUNNINGHAM in our Firm in Hongkong and China, ceased on the 31st December last.

RUSSELL & Co.
China, March 8, 1878. sp8

NOTICE.
THE Interest of Mr. WILLIAM DUNPHY in our Firm, ceased on the 28th February, 1878.

WM. DUNPHY & Co.
WEST POINT IRON WORKS,
Hongkong, March 9, 1878. m23

NOTICE.
MR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st January, 1878.

GEO. R. STEVENS & Co.
Hongkong, January 5, 1878. *

NOTICE.
I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm of GEO. R. STEVENS & Co., who will henceforward conduct the Agency of the AUSTRALASIAN STEAM NAVIGATION COMPANY.

G. R. STEVENS.
Hongkong, December 20, 1877.

NOTICE.
MR. H. F. MEYERINK has been admitted a Partner in our Firm from This Date.

MEYER & Co.
Hongkong, January 1, 1878. sp2

NOTICE.
A MILLAR & Co., PLUMBERS, AND GAS FITTERS,
Queen's Road East,
HONGKONG.

September 15, 1877.

For Sale.

LAMMERT, ATKINSON & CO.

HAVE FOR SALE.

Ex M. M. S. "AVA,"

AND OTHER RECENT ARRIVALS.

TEYSSONNEAU'S STRAWBERRIES

in SYRUP.

TEYSSONNEAU'S ASSORTED FRUITS

in NOEVEAU.

TEYSSONNEAU'S ASSORTED FRUITS

in BRANDY.

TEYSSONNEAU'S ASSORTED PATES,

in Patent Time.

TEYSSONNEAU'S PATE DE FOIE GRAS,

in Patent Time.

TEYSSONNEAU'S ASSORTED JAMS and

JELLIES, in Glass Bottles.

PHILIPPE and CANAUD'S ASSORTED

PATES.

PHILIPPE and CANAUD'S LONG ASPA-

RAGUS.

PHILIPPE and CANAUD'S SARDINES.

FENARD & FILS'

FINEST

CHERBOURG BUTTER, in Bottles.

CIGARETTES, COMPAGNIE

LAFERME.

RICHMOND SMOKING MIXTURE.

BARCELONA NUTS.

PEA NUTS.

ALMONDS in SHELL.

SMYRNA FIGS.

MUSCATED BLOOM RAISINS, in

Cartons.

EPP'S COCOA.

BORDEN'S CONDENSED MILK.

GOLDEN GATE FLOUR, in Barrels.

GALETINE and ISINGLAS, in 1 lb.

Packets.

WAFFLE IRONS, AMERICAN

BROILERS.

VERY FINE

"O. K." BOURBON WHISKY.

BILLIARD CUE TIPS.

BILLIARD CUE CEMENT.

BILLIARD CHALK.

BILLIARD TABLE CLOTHS.

BARCLAY and PERKIN'S PORTER, in

Hogsheads.

HORN'S Best Quality RUSSIAN ROPE.

HORN'S ASSORTED TARRED and

WHITE LINES.

FAIRBANKS' SCALES.

&c., &c., &c.

Hongkong, February 22, 1878.

FOR SALE.

E. THOREAU & FILS'

CHAMPAGNES.

CARTE D'OR, White Seal, \$14.00 per

2 doz. Pints.

CARTE BLANCHE, White Seal, \$13.00 per

2 doz. Pints.

HALF PINTS,

CARTE D'OR, \$18.00 per Case, 4 Doz.

Apply to

ED. CHASTEL,

Queen's Road, Bank Buildings.

Hongkong, March 15, 1878. m22

NOW READ Y.

CHINESE DICTIONARY IN THE

A CAONTESE DIALECT. Parts I.

and II., A to M, with Introduction. Royal

8vo, pp. 404.—By ERNEST JOHN ETZEL, Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS

AND A HALF per Part.

To be had from MESSRS. LANE, CRAWFORD & CO., Hongkong and Shanghai; and MESSRS. KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

Intimations.

AFONG,

PHOTOGRAPHER,

by appointment, to

H. E. SIR ARTHUR KENNEDY,

Governor of Hongkong;

and to

H. I. H. THE GRAND DUKE ALEXIS

OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best

collection of Views of China, Photo-

graphic Albums, Frames, Cases &c., of

assorted sizes. Ex S. S. Tige, Revolving

Standard Albums, Armorial Monograms

and Postage Stamp Albums, Russia Leather,

Velvet and carved-wood Albums, Cases and

Frames, nice Albums for Cabinet Portraits

only, Portraits of the Generals of the pre-

sent Russo-Turkish War, Eminent British

Statesmen, the two Chinese Ambassadors,

in Cabinet and Carte de Visite sizes

Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

Intimations.

EX-LATE ARRIVALS.

UMBRELLAS, AUTOMATON PATENT:

NOVELTIES in TIERS and SCARFS.

COLLARS and SHIRTS, in New Shapes.

CHRISTY'S Newest Shapes in HATS.

TALL BLACK SILK and DRAB HATS.

ELWYN'S CORK and FELT HELMETS.

MEERSCHAUM and BRIAR PIPES.

CIGAR TUBES, Assorted.

LAWN TENNIS BATS and BALLS.

RACQUET BATS and BALLS.

CRICKET BATS, BALLS and STUMPS.

CABINETS of GAMES.

LADIES' DRESSING BAGS, Fitted.

MANTEL-PIECE MIRRORS.

FRENCH and ENGLISH DOLLS.

AMERICAN ICE PITCHERS.

RUSSIAN CIGARETTES.

SILVER KEROSENE LAMPS.

Intimations.

AH YON,
SHIP'S COMPRADORE AND
STEVEDORE,
No. 57, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES
Of the best quality and at the shortest notice.
Hongkong, May 1, 1878.

Volume Sixth of the
"CHINA REVIEW."

NOW Ready.

NO. IV.—VOL. VI.
—OF THE
CHINA REVIEW
C O N T A I N S—

Bibliography of the Chinese Imperial Collections of Literature, Imperial Confucianism, Brief Sketches from the Life of K'ung-ming, Chinese Official Titles, Translations of Chinese School-books, Geographical Notes on the Province of Kiangsi, Short Notices of New Books and Literary Intelligence, Notes and Queries:

The Manchu Terms for 上 and 下. The Mammoth in Chinese Records. Mohammedan Apostles in China. The Ki-in identified with the Giraffe. Life Saving Association, and other Benevolent Societies at Wuhu. Professor Beau and his Critics. Annamese Sovereigns. Books Wanted, Exchanges, &c.

Office Mail Office, Hongkong, March 12, 1878.

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIBER," Comdt. De GIRARD, will be despatched for YOKOHAMA on THURSDAY, the 21st Inst., at 6 p.m.

H. du POUHEY,
Agent.

Hongkong, March 20, 1878.

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NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "PEI HO," Comdt. PASQUALINI, will be despatched for SHANGHAI on FRIDAY, the 22nd Inst., at 10 a.m.

H. du POUHEY,
Agent.

Hongkong, March 20, 1878.

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COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. PEI HO.

NOTICE.

CONSIGNEES of Cargo per S. S. Copernic, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless Intimation is received from the Consignees, before To-day, the 20th Instant, at 1 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 27th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. du POUHEY,
Agent.

Hongkong, March 20, 1878.

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FOR SINGAPORE, BRISBANE, SYDNEY & MELBOURNE.

(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE" will be despatched for the above Ports on the 28th Instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, March 20, 1878.

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FOR CALLAO AND VALPARAISO.

The A. French Barque "MARIE CHARLOTTE," Captain MEHONAS, having the greater part of her Cargo engrossed, will have quick despatch for the above Ports.

For Freight or Passage, apply to CARLOWITZ & Co.

Hongkong, March 20, 1878.

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CHINA FAMINE RELIEF FUND.

SUBSCRIPTIONS to date aggregate \$10,883 42, of which Sum Taels 6,000 have already been remitted to the Committee at Shanghai by Telegraphic Transfer. Lists have been left at the Banks, The Hongkong Club, The German Club, Messrs Lane, Crawford & Co.'s, Messrs MacEwan, Frickel & Co.'s, and Messrs Lammet, Atkinson & Co.'s.

Gentlemen desirous of contributing will kindly affix their names, with amount of Subscription, to any of the above Lists.

H. B. GIBB,
Chairman.

Hongkong, March 20, 1878.

To-day's Advertisements.

LUSITANO THEATRE.

THE MEMBERS of the HONGKONG CHORAL SOCIETY will Perform the DRAMATIC CANTATA,

BY W. S. GILBERT, and ARTHUR SULLIVAN,
"TRIAL BY JURY," preceded by a COMEDIETTA

BY PEGGY FITZGERALD, M.A., "THE FAMILY SHAKESPEARE," ON

Thursday Evening, the 28th Instant, to commence at 9 o'clock.

TICKETS—Price Two Dollars—may be obtained from the Committee:

COL. STUART.
LT.-COL. HALL.
JAS. B. COUGHLIN.
C. F. A. SANISTER.
T. G. WILLIAMSON.

and W. WHEELER,
Hon. Secretary.

Hongkong, March 20, 1878.

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HONGKONG & CHINA GAS COMPANY, LIMITED.

DURING the TEMPORARY ABSENCE of the Undersigned, Mr. THOMAS DANIEL COX PARKER is appointed Acting Manager.

A. NEWTON,
Manager.

Hongkong, March 20, 1878.

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Not Responsible for Debts.

Neither the Captain, the Agent, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

QUICKSTEP, American barque, Captain Barnaby.—Captain.

PALESTINE, British barque, Captain E. Scowcroft.—Tal Lee.

LOUISA, German 3-m. schooner, Captain Schierloh.—Edward Schellhase & Co.

NORTH STAR, American ship, Captain J. U. Thomson.—Order.

P. J. CARLETON, American barque, Capt. J. A. Amsburg.—P. & O. Co.

TEZ LI, German barque, Captain T. C. Petersen.—Wm. Fustau & Co.

LORNE, British steamer, Captain Wm. McCulloch.—McLerche & Co.

KILLARNEY, British steamer, Captain H. O'Neill.—Gibb, Livingston & Co.

SHIPPING.

ARRIVALS.

March 20, PAIHO, French steamer, 3180, Paquelin, Marseilles Feb. 10, Naples 12, Port Said 16, Suez 18, Aden 23, Colombo 4, Galle 5, Singapore 11, and Salagon 16, Mails and General.—MESSAGERIES MARITIMES.

March 20, CAIRNSMUIR, British steamer, 1223, S. Spowitz, Fushiki (Towana Bay) March 13, Rice.—HOLLIBAW, Wise & Co.

March 20, NICOLAUS, German schooner, from Whampoa.

March 20, KWASHING, Chinese gunboat, 800, N. P. Anderson, Shanghai March 16.

DEPARTURES.

Mar. 20, FELIX MENDELSON, for Manila.

20, PERAMBUCO, for Salgon.

21, BELLONA, for Saigon.

23, CHOP-SOI, Chl. R. C., for a cruise.

23, MOSS GLEN, for Bangkok.

20, HANSA, for Newchwang.

20, SUN-KEE, Chinese g.b., for Cheong-chow.

20, QUANG-ON, Chi. g.b., for a cruise.

CLEARED.

Antipodes, for Hamburg.

Mangerton, for Quinhon.

Tek Li, for Haiphong.

Niagara, for New York.

Palestine, for Bangkok.

Eudoxie Adolphe, for Callao.

Herbert Black, for Portland (Oregon).

Kwangtung, for Coast Ports.

Galley of Lorne, for Nagasaki.

Glenarney, for Yokohama and Hiogo.

PASSENGERS.

ARRIVED.

Per PAIHO, for Hongkong : from Marcellis, Mr. Williams, Mr. and Mrs. Huber, child and servant, Miss Bohm, Messrs Marques and Bruce ; from Singapore, Mr. A. Jaffe, B. E. Correia da Silva (Governor of Macao) and Suite ; from Saigon, Mr. and Mrs. Apam and children, Messrs Cattiere, Palmoisiere, Arighi, Esteve, Coutaud and 39 Chinese. For Shanghai : from Marcellis, Messrs Hughes and Kuiker ; from Singapore, Mrs. P. A. Nichols. For Yokohama : from Colombo, Mr. Varmoakos ; from Galle, Mrs. P. A. Brink.

Per KWASHING, from Shanghai, Messrs Robert Hart (Inspector-General of Customs), G. B. Glover (Commissioner of Customs, Shanghai), and Ling Fang (Mandarin-Interpreter to Chinese Legation, Paris).

TO DEPART.

Per Herbert Black, for Portland, 255 Chinese.

Per KWASHING, for Coast Ports, 8 Chinese, and 150 Chinese.

Per Glenarney, for Yokohama, 2 Chinese.

SHIPPING REPORTS.

The British steamer CALIFORNIA reports :

Left Fushiki at 6:30 a.m. on the morning of the 13th inst., and experienced strong Westerly gales and heavy sea with snow squalls for the first 90 hours. From thence to Corea Straits moderate N.W. winds and Westerly sea. To Formosa, Straits fresh winds varying from N.W. to W. with high sea. Thence through Formosa Channel moderate N. and N.W. winds, with heavy weather to Hongkong. At 7 a.m. on the 19th inst. passed one of Holt's steamers off Keelung bound North.

The Chinese gunboat KWEI SHING reports :

Left Shanghai on Saturday the 16th at noon, first part of voyage fresh N.E. winds and heavy seas, latter part of voyage light Easterly winds, overcast, cloudy and misty.

On the 18th, passed S. S. GLENROY bound North, and on the 19th saw a barque bound to South, and S. S. JADE, bound to Amoy.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, March 20, 1878.

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POST OFFICE NOTIFICATIONS

MAILS will close:

For MANILA.—

Per barque Flores de Mayo, at 4 p.m.

To-morrow, the 21st inst.

For BANGKOK.—

Per Lorna, at 5 p.m., on Thursday, the 21st inst.

For YOKOHAMA.—

Per Tei, at 5 p.m. To-morrow, the 21st inst.

For SHANGHAI.—

Per Peiho, at 9 a.m., on Friday, the 22nd inst.

For SAIGON.—

Per Parsee, at 5 p.m., on Friday, the 22nd inst.

For MANILA.—

Per schooner Nuevo Constante, at 4 p.m., on Saturday, the 23rd inst.

For SAIGON.—

Per Altona, at 4:30 p.m., on Monday, the 25th inst.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet Amazone will be despatched from Hongkong on THURSDAY, the 21st instant, with Mails to and through the United Kingdom and Europe, via Marcellis ; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to INDIA by this Packet.

The following will be the hours of closing the Mails, &c.:

Wednesday, 27th instant.—

5 p.m., Money Order Office closes. Post Office closes except the NIGHT Box, which remains open all night.

Thursday, 28th instant.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

named Chung Aye. The complainant stated that she had lost her adopted daughter on the 12th instant. On the 18th about 5 p.m. she met the defendant in First Street, Selingpoon. She (witness) was then looking for her daughter, and the defendant said "Do you know a Tong Koon who has lodgings to let?" Witness replied that she could not talk to him, as she was looking for her daughter and was grieved at her loss. Defendant then said "How old is she?" when witness replied, Ten years. He replied that he knew where she could be found and that he had seen an old man offering her for sale at Jardine's, and he said that if witness would give him some money he would get her. Witness promised him \$15 if he did so, and subsequently gave him 90 cents. He took her to Wanchi and then said he could not find the girl, and attempted to get away without giving back the 90 cents. He never went to any house to look for the girl. Mr Creagh sent him to one month's hard labour.

OBTAINING MONEY BY FALSE PRETENCES.

The charge against Tsang Acheong, the Chief Chinese boiler maker at the Kowloon Docks, was proceeded with this afternoon at 3 o'clock.

Mr Brereton appeared for the prosecution, and Mr Francis for the defence.

Yet Peng was then called and examined by Mr Brereton; he said he was a boiler-maker and had been engaged at the Naval Yard as a riveter and got 70 cents per day; he left there last year to go home.

Continued—I knew a man called U Asing. I last saw him at Lapsapwan Dock. I did not speak to him. I saw him at work there. I often saw him there, but never saw him doing any work as a boiler maker; the work I saw him do was coolie work, carrying iron. The wages for work of that class would be 25 or 30 cents per day. The man now in Court is U Asing.

By Mr Francis:—U Asing's father keeps a timber shop and is a rich man. I have been here five years and have been a blacksmith and was at Singapore for 5 years as a boiler-maker.

I was a blacksmith in my own country for 8 years before I went to Singapore. I have been 5 years at the Naval Dock Yard. The Chief boiler-maker there is named Hadley. I left because I wanted to go home. I went to Lapsapwan for a walk; I did not go there to look for work.

I have got a woman at Selingpoon. I intended going back to Singapore to-morrow, but I have not yet bought the ticket. I know Number Three; his name is Wong Ahong. I did not know what I was going to be asked before I got into the box.

Ahong asked me to say if I had seen my claimant; I saw my claimant working at the Hongham Dock on the 11th moon of last year (contracted himself). I forgot, I was not here, on the 11th moon; it was the 2nd or 3rd moon of last year that I saw him at work. I did not see him working at the Dock, but he told me that he had been working there. In the Naval Yard boiler-makers, hold-up, and helpers all get 70 cents per day. The apprentices heat the rivets, and these boys work 6 months without pay, and then get 5 cents a-day. There are no persons in the boiler-maker's department who get less than 70 cents per day, except the boys and a few coolies who are not regularly engaged. I am a riveter and have always received 70 cents per day at the Yard. I have also been engaged as a hold-up.

Re-examined by Mr Brereton:—All the persons who received 70 cents per day at the Yard were boiler-makers. I have acted as a hold-up as well as a riveter. All the boiler-makers act as b.-ch riveters and hold-ups. There are coolies employed in the department who get 30 cents per day.

Henry Hindman was next called; he said:—I am a clerk employed at the Kowloon Dock. I have been employed there since the 11th of May. I know the man in Court; (points out U-Ashing); his number is 164. He gets 60 cents per day. I saw him employed as a coolie at the docks about three or four months ago. Coolies receive 24 cents per day. I know the man in Court his number is 122; I do not know his name (points out Ho Aloo). He gets 45 cents per day; he is a boiler-maker, and I have always known him as such.

By Mr Francis:—There are two men that I know of who are employed as coolies in the boiler-maker's department. I do not know the men's numbers, but I should know the men if I saw them. The number of men who are given in the book as receiving from 35 to 10 cents per day are employed as boiler-makers; (corrected), no, only those at 35 cents. No one has spoken to me about U-Ashing; he was employed in the boiler-maker's department. I think it was in January that I saw him working as a coolie. I do not recollect the particular work he was doing. Coolies regularly employed in the Dock have no numbers. I only saw U-Ashing once on the occasion I mentioned for about a minute, and I took notice of him by his face. No one has spoken to me about him since. Mr Gillies asked me yesterday if I knew who had No. 164, and I told him. I do not know if there is any regular rate of pay for boiler-makers, riveters, or hold-ups in the dock. I know what "helps" is. I know that 22 men were discharged in March, but I do not know who discharged them. Some of the numbers are changed. I do not know if U-Ashing was employed as 164 in January; he was in February. I paid him as a boiler-maker 50 cents a-day, and although I knew he had been employed as a coolie three months previously, I did not report the matter, because I did not consider it my business, and I did not know whether he was a boiler-maker or not. I told Mr Jesus that I had seen U-Ashing working as a coolie two or three days ago. I noticed 122 on the last pay day because he was the last man who came to be paid. Mr Brereton told me that I would be wanted to give evidence, so I looked at the book this morning to refresh my memory. Akong, the No. 8 boiler-maker, told me to look round for U-Ashing. A boiler-maker told me that U-Ashing was here; he pointed him out by putting his hand to his nose, at the same time saying the man with the peculiar nose was sitting over there. U-Ashing has a peculiar nose.

Re-examined by Mr Brereton:—There is a man known as the No. 1-coolie, and he hires all the coolies employed. The coolies are all paid 20 cents per day. U-Ashing was working under the No. 1-coolie.

Mr Brereton said that was his case, and he would like to review it. There were two sections of the ordinance which bore on this case; one section applies to a case where a person by false representations obtains money through any other person, and the other section applies to a case where a man obtains

money himself. A false representation of Thrace and Macedonia. A Russian Commission will be appointed to superintend the Bulgarian State for two years, whilst 50,000 Russian troops will occupy it for the same period. Serbia and Montenegro will be augmented. As regards Roumania, Russia is authorized to give the Dobrogea instead of Bessarabia. The passage of the Dardanelles is to be prohibited to all war vessels; but free navigation is accorded to merchant vessels even in wartime. The indemnity demanded by Russia is fourteen hundred millions of roubles, or about £200,000,000 sterling, to cover which Turkey cedes six ironclads, Kara, Batoum, Bayazid, and Ardahan, and the territory comprised, and pays 40 millions sterling in bonds and 81 millions in a sinking fund, the interest of which is guaranteed to Russia by the tribute payable to the Porte by Bulgaria and Egypt, besides other minor payments.

London, Feb. 26.—A large meeting was held in Hyde Park yesterday by the party in favour of peace, which was, however, scattered by an immense counter demonstration supporting Government against Russia. The majority of the London papers regard the Russian peace conditions as excessive, and consider that they will imperil the maintenance of European peace.

The Grand Duke Nicholas, with 100 regiments, has arrived at San Stefano, which the Turks have evacuated.

A Russian division has encircled Schegmedji and Stefano. Austria is increasing her armaments. London, Feb. 26.—Prince Gortchakoff is ill. Lord Lyons, the British Ambassador at Paris, will represent England at the coming Conference. In the House of Lords last night, the Earl of Derby, replying to a question respecting the revised Russian peace conditions, said the Government had received no information confirming the peace conditions which had been published, but that, if it was true that Russia demanded the tribute paid by Egypt to the Porte, that matter would require England's serious consideration. A report is generally current, which states that Prince Charles of Roumania will abdicate if Russia persists in her claim to Bessarabia.

ORTACAY.—Major-General Waugh.

London, Feb. 26.—In the House of Commons Mr Gathorne Hardy, Secretary of State of War, replying to a question, said that negotiations were proceeding between the India Office and the War Office for a supply of seasoned soldiers for India. The treaty of peace between Russia and Turkey is not yet signed.

Venice, Feb. 26.—The Austro-Hungarian Government has decided to ask a credit of six million sterling for military preparations.

Mr May said that the cooies did not pay one copper cent, there was no evidence.

Mr Brereton then read Mr de Jesus's evidence regarding the system of engaging men and continued to say that Mr Stevens never settled the wages, as Mr Gomes' evidence proved. It is in evidence, he said, that the prisoner said to Chun Achoo with reference to the squeeze "I don't take it off you, but off the European." What does this mean, it means to mulct the Company. Not only has he employed the unskilled men we have produced, but by Mr Shirke's evidence it is clearly shown that there were numbers of such men employed. The men who suffer, he said, by this kind of fraud are the skilled men, and the men whose evidence we want are the cooies and rice-pounders who are the accomplices, so to speak, of the defendant.

It was consequently very difficult to get up a case of this sort. He would ask that the defendant be committed for trial.

Mr Francis then rose to speak for the defence, and said that he agreed with his friend that the case be sent for trial if His Worship thought there was a case made out; but he did not think there was the shadow of a case against him and spoke at considerable length. He said there was not a little of evidence to shew that Mr Stevens did not himself instruct the prisoner as to the rates of pay of the men, and said even if there were, there was no case of false pretence made out against the prisoner, that there was no evidence to shew the so-called cooies were not boilers, and that one was admitted to be an indifferent one, while no scale of pay was laid down by the Company. He commented on the working of the Company, to which Mr Brereton took objection, but persisted in what he said, and said that if cooies and rice-pounders were employed on the Yesso's and Kinshau's boats it was an alarming state of affairs.

Mr May took objection to a remark made by Mr Francis, and said he did not think it was a proper thing for an advocate to say, that the decision which a Magistrate had arrived at was an extraordinary one. He said he had listened very patiently to all Mr Francis had said and his word had great weight with him; but he (Mr May) said he had arrived at a decision on any one point, it was not a proper thing for an advocate to say that the decision was extraordinary.

Mr Francis said that if the Magistrate argued with Counsel, he must take the consequences.

Mr May then summed up the case, and said he thought it was his duty, taking the case as a whole, to send the case for trial.

He would admit the prisoner to bail as the case was not fully made out, and he would fix the bail at two sureties of \$500 each.

Mr Brereton said the prisoner could easily get double the amount, that he had defrauded the Company of a very large amount, and that \$1,000 was nothing to him.

Mr May then said he would ask for three householders in \$500 each; but if the prisoner could not get three, he would make it two as before.

ARRIVAL OF THE FRENCH MAIL.

The Messageries Maritimes Company's steamer Peito, Captain Leccointre, from Marseilles with the London mail of the 8th February, arrived here this morning.

TELEGRAMS.

(Stratford Times Extra.)

London, Feb. 28.—Russia demands from Turkey the cession of a portion of the Turkish fleet. The Porte has dissent and states it will prefer to destroy the fleet. The peace conditions are not yet signed, and if the signature is delayed, the occupation of Constantinople by the Russians is expected.

London, Feb. 24.—The Russian Government has withdrawn the demand made in the peace conditions for a cession of portion of the Turkish ironclad squadron to Russia, the Porte engaging not to cede the fleet to England. The Grand Duke Nicholas and S. P. Paata will meet to-morrow at San Stefano, when the conclusion of the treaty of peace will follow.

London, Feb. 24.—The Russian headquarters have been transferred to San Stephanos, on the east coast of Roumelia, slightly north of Edessa.

London, Feb. 24.—The Russians have occupied Pirot and Akpalankia. The Serians have protested and are retreating on Nisch.

The following are the fresh Russian peace conditions:

The Bulgarian tributary state to extend from the Danube to the Balkans and from the Black Sea to the Servian frontier; and will comprise the Valley of the Maritsa, Adrianople excepted, and the greater part

EGYPT A BRITISH PROVINCE.

In view of the report which recently reached us by submarine cable, that on the opening of the British Parliament the Premier would propose, in accordance with a request from the Sultan, and with the consent of the Khedive, that England should assume the suzerainty of Egypt, the condition of public sentiment on the subject of such a step assumes a lively interest. A subsequent telegram further states that the German Press expresses itself favorably to the idea, and it might therefore be imagined that no feasible objection to the accomplishment of the project can exist. The whole subject had, however, been the subject of a long and thoughtful discussion in the pages of that remarkable magazine the *Nineteenth Century* some months before it assumed the tangible form it seems now to have done.

Under the title of "Our Route to India," Mr Edward Dicey opened in a recent number of the *Contemporary Review* a discussion which has been continued in subsequent numbers of that magazine up to the latest which is to hand. The ostensible subject is the maintenance of the Suez Canal as a means of access to be under all circumstances available for England to reach India. It is indicative of the slight appreciation in which the Australian colonies are still regarded in political circles in Great Britain, that in the whole series of papers of which Mr Dicey's was the precursor, the importance of the canal as a route to Australia is never touched upon.

Mr Dicey states the subject matter of the enquiry he undertakes as follows:—"A war has begun which may possibly end in the overthrow of the Ottoman Empire. This overthrow would weaken, if not imperil, England's hold on India. How then are the British to protect themselves against the peril involved in the possible success of Russia?"

To this question Mr Dicey addresses himself in detail, and arrives at the conclusion that the only sufficient means would be a British occupation of Lower Egypt. Neutralisation of the canal he shows to be fallacious as a remedy for the evils threatened, because the effect of such an arrangement would be to close the passage against British war ships, transports, and vessels carrying munitions, at the very time when free use of the canal would be most required. Maritime stations at the entrance of the canal, he indicates as being equally vain, because, given twenty-four hours' time, a company of sappers and miners making a dash for any part of the canal along its whole length could inflict an amount of damage which would render it unnavigable, and could not be repaired for weeks or months. He argues that, for reasons which he details, England could not at this moment do what she could not have done for the last seventy-five years—that is, take possession of Egypt without war with France, Russia and Germany. Mr Dicey advances, would readily enough consent, Austria would view the step with pleasure, while Italy, Spain, Portugal, and Holland are grouped together as scarcely worth considering, and so circumstantially as to be under the necessity of accepting accomplished facts when accomplished.

The vital point in annexing Egypt England would be setting the example, so bitterly condemned when Russia is in question, of dismembering the Ottoman empire, does not escape Mr Dicey. He proposes that Egypt should be purchased from the Porte for a sum arrived at by capitalising the annual tribute paid by the Khedive—who is to be retained on pension like an Indian rajah—to the Sultan. Mr Dicey dwells with mercantile complacency upon the probability that at the present time the Porte, being in desperate straits for money to maintain its defensive war, would jump at an offer which, under different circumstances, it would refuse to entertain. This appears to us to be an argument somewhat redolent of "a nation of shopkeepers," but we do not propose to assume the office of critic to Mr Dicey, especially as his scheme undergoes rigid scrutiny at far more competent hands.

It will be perceived, from perusal of the above review of the arguments for and against the talked of annexation, that the course is by no means clear and free from difficulty as would appear at a first consideration. The concurrence of German sentiment, as expressed in the journals of that nation, is read by the light of Baron Bunsen's essay, robbed of most of its encouraging aspect, and means no more than that Germany is well content that England should take the risk of occasioning an embroilment which would array against her the national sentiment of more than one of the Great Powers, and of which no doubt the German Chancellery, which keeps a tolerably tight hand on the Press, are satisfied can be turned to the advantage of

England, that the first British site in Egypt will be the almost certain egg of a North African Empire, which will hatch and develop till we finally join hands across the equator with Natal and Cape Town, to say nothing of the Transvaal and the Orange River on the south, or of Abyssinia or Zanzibar, to be swallowed by way of vassals on our journey. With better effect Mr Gladstone combats the idea of Egypt without offending the susceptibilities of France. To this he records an emphatic dissent, and announces his belief that the day which witnesses such occupation will bid a long farewell to all cordiality between England and France.

Mr Gladstone's paper is diffuse and not convincing, but Mr Dicey's rejoinder, which appears in the September number of the *Nineteenth Century* is chargeable with the same weaknesses, and adds nothing to the advantage which we conceive to have rested with him up to that point. A fresh ally, however, in this latest number appears upon the field to range himself beside Mr Gladstone, and in "Germany and Egypt" by Baron von Bunsen, a review of the case from a German point of view, Dicey's theories are, to our view, almost demolished.

After a disclaimer of writing with the authority of official utterance, Baron Bunsen agrees at once with Mr Dicey that Germany would not hinder British occupation of Egypt. German policy, he states, might have reasons for speeding instead of thwarting such a step. But he distinctly asserts that when England demands the Sultan's renunciation of the sovereignty over Lower Egypt, she opens the whole Eastern question—the demands far more than Russia; that, in fact, whilst the opening of the Dardanelles, the autonomy of the Trans-Balkan provinces, the loss even of Armenia, weakens, but does not break up the Ottoman Empire, the immediate consequence of an English occupation of Egypt breaks it up. The time would then have inevitably arrived for Italy, for Greece, and for France to set forth their claims. Italy, Baron Bunsen asserts, has scarcely made a secret of her eagerness to extend her dominions either across the Adriatic or across the Mediterranean. Greece regards the Islands, the Epirus, and Thessaly as indispensable for her healthy development. France it would be a mistake to disregard, and to do so would leave a sting which nothing could remove. France would require Syria as a sop. More than this, the fluctuating force of the objections held in Austria to the increase of the Slav element would probably be so decreased in view of such distributions progressing as practically to disappear, and Austria would require Bosnia and Herzegovina for her share. In fine, Baron Bunsen sums up that the whole Eastern question, once opened up by the action proposed for England by Mr Dicey, could only be rectified by a resettlement of the map of Europe, Asia, and Africa. This might be effected without a European war. But England should consider the peril that it might not.

Such, in brief, is a resumé of one of the most remarkable controversies ever waged in periodical literature. Baron Bunsen regards the principle to have been already virtually settled in the use of the Suez Canal for peace or war. This is his last sentence, and his weakest. He asks that England shall rest contented with instead of substantial security—a phrase.

It will be perceived, from perusal of the above review of the arguments for and against the talked of annexation, that the course is by no means clear and free from difficulty as would appear at a first consideration. The concurrence of German sentiment, as expressed in the journals of that nation, is read by the light of Baron Bunsen's essay, robbed of most of its encouraging aspect, and means no more than that Germany is well content that England should take the risk of occasioning an embroilment which would array against her the national sentiment of more than one of the Great Powers, and of which no doubt the German Chancellery, which keeps a tolerably tight hand on the Press, are satisfied can be turned to the advantage of

the Teutonic empire.

The effect of Mr Dicey's paper was to bring down upon him all the literary thunderbolts of Mr Gladstone's pamphletted indignation, and accordingly, in a later number of the *Nineteenth Century*, we find not only a further development of Mr Dicey's scheme in an additional paper by himself, but a fierce onslaught and remonstrance over the signature of the ex-Premier of England. In "Aggression in Egypt and Freedom in the East," which is the title of Mr Gladstone's bolt, that gentleman has produced a vast deal more than lightning. The writer appears to be a great deal too angry to be logical, and like the greater Ajax in the field, he is not content to hurl a massy spear at the antagonist whose challenge has drawn him forth, but flings about unexpected shafts at every opponent who comes within his range of vision. Russophobists, Conservative statesmen, the "British Interests" theory, Russian-atrocities mongers, all feel the force of his arm. At the same time it would not be Ajax did the foe of the hour escape without a dire stroke on the joints of his harness. Mr Gladstone plants his spear in Mr Dicey with the accuracy of a warrior anatomist. In other words, he exposes several important failacies in the details of the first essay. He enquires what sort of levitation army England is to be expected to maintain to guard the whole course of a canal which Mr Dicey admits may at any point in twenty-four hours rendered useless by a corporal's squad of sappers and miners on a raid. Mr Gladstone angrily deprecates scurries. The grisly phantom he says, rises from the deep, now a little nearer, now a little further off. In 1859 and the following year it was from France; about 1869 it migrated to the American shore, and glared at us from that horizon. In 1870 he recrossed the Atlantic, and inspired the notorious "Battle of Dorking" and he now wears a Russian dress. But in the same breath that Mr Gladstone ridicules the nervous tendency of the British nation, he with supreme inconsistency ministers to it and confesses that he shares it. There is one subject, he remarks, which fills him with alarm. This is the farness of our men, which he adduces as a reason for circumscribing British territorial acquisitions, and even for contracting them. The manner in which the ex-Premier casts about his arguments to oppose to Mr Dicey's propositions may be understood from the fact that he actually makes light of the possible closure of the canal, and refers triumphantly to the route round the Cape of Good Hope, as something absolutely left out of sight by the essayist. Again, he points out as an argument fatal to the

great evils afflicting the western states and territories from the influx of vast numbers of Asiatics, who do not come as ordinary immigrants or with the purpose of making the United States their home; who are alien in every respect and remain so, and are an indigestible, non-assimilative mass in our body politic. We merely point out that Congress possesses power, and is bound by duty to provide a remedy for such evil."

Quotations.

HONGKONG, March 20

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

N THURSDAY, the 21st March, 1878 at Noon, the Company's S. S. *AMAZONE*, Commandant MORTEMARD, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal cities of Europe.

Cargo will be received on board until 4 p.m.; Specie and Parcels until 3 p.m. on the 20th March, 1878. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUHEY,
Agent.

Hongkong, March 8, 1878. m221

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CITY OF TOKIO* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 26th Instant, at Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama, and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISION.

Freight will be received on board until 4 p.m., of 26th Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 8, Praya Central.

RUSSELL & Co., Agents.
Hongkong, March 16, 1878. m228



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London.

Also,

Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
KHIVI, Captain G. LEE, will leave this on THURSDAY, the 28th March at Noon.

For further Particulars, apply to

A. LIND, Superintendent.
Hongkong, March 14, 1878. m228

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
AND
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be despatched for San Francisco via Yokohama, on TUESDAY, the 9th April, at 8 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 8th April. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on Return PASSENGER TICKETS.

SPECIAL REDUCTIONS granted to Officers of the ARMY and NAVY and to Members of the CIVIL and CONSULAR SERVICES.

For further Information as to Freight
of Passengers, apply to the Agency of the
Company, No. 87, Queen's Road Central.
C. R. EMORY, Agent.

Intimations.

ESTATE OF DODD & Co.

AT the MEETING held on the 12th Instant at Messrs. Dodd & Co.'s OFFICES, the following RESOLUTIONS were carried:

1. That the Affairs of the said Dodd & Co. shall be Liquidated by arrangement, and not in Bankruptcy.

2. That FRANCIS CHOLEY be, and he is hereby appointed Trustee.

3. That H. ABENDOTH and EDMUND PRI be, and they are hereby appointed a Committee of Inspection.

ALL PAYMENTS on account of the Estate, it is requested, will be Paid to the order of the Undersigned.

F. CHOMLEY,
Trustee for the Estate of
DODD & Co.

Amoy, January 14, 1878.

NOTICE.

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

A THIRD RETURN of CAPITAL and INTEREST at the Rate of FIVE TALES per SHARE will be made to Shareholders of Record on the 29th February, Payable at the Office of the Liquidators, on the 8th March.

Warrants will be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 1st to the 8th March inclusive.

By Order,
RUSSELL & Co.,
Liquidators.

Shanghai, February 28, 1878. ap4

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favorable terms can be made.

Efforts have been made to establish Agents for circulating the *Chinese Mail* in all the ports, and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,
Manager.
Hongkong, February 23, 1878.

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.

KWOK ASHEONG, Merchant.

PANG YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.

LOO YEE, of Lee Yee Hong, Merchant.

LEE SING, of Lee Hing Firm, Merchant.

CHENG SING YOUNG, Merchant.

CHOY CHAN, Merchant.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings, or on Goods stored therein, or Coals in Matches, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Policies for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNOLD, KARBERG & Co.,

Agents Hongkong & Canton.

Hongkong, January 4, 1877.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

A REDUCTION is made on Return PASSENGER TICKETS.

SPECIAL REDUCTIONS granted to Officers of the ARMY and NAVY and to Members of the CIVIL and CONSULAR SERVICES.

For further Information as to Freight
of Passengers, apply to the Agency of the
Company, No. 87, Queen's Road Central.
C. R. EMORY, Agent.

Hongkong, March 19, 1878. ap2

Insurances.

YANGTSE INSURANCE ASSOC.
CLATION.

CAPITAL—Fully Paid-up..... £120,000
PERMANENT RESERVE..... 330,000
SPECIAL RESERVE FUND..... 75,000
Total Capital and Accumula- tions this date..... £1,725,000

Directors:

E. B. FORBES, Esq., Chairman
M. W. BOYD, Esq. | O. KARS, Esq.
M. P. EVANS, Esq. | O. LUCAS, Esq.

Secretaries:

Messrs. RUSSELL & Co., Shanghai.

London Bankers:

Messrs. BARING BROTHERS & Co.

Agencies in:

HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

Borneo, January 14, 1878.

NOTICE.

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12% for Interest on Shareholders' Capital. All the Profits of the UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co.,

Agents.

Hongkong, October 1, 1877. col

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted on current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

ROYAL INSURANCE COMPANY.

THE Undersigned Agents for the above Company, are prepared to grant Insurances at current rates.

MICHAEL & CO.,

Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

Capital One Million Dollars.

Directors.

KWOK ASHEONG, Merchant.

PANG YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.

LOO YEE, of Lee Yee Hong, Merchant.

LEE SING, of Lee Hing Firm, Merchant.

CHENG SING YOUNG, Merchant.

CHOY CHAN, Merchant.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

HEAD OFFICE—HONGKONG.

Directors.

KWOK ASHEONG.

PANG YIM.

HO SAM.

LO